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## **APPENDIX A**

## **Appendix A: Transportation Facility Assessment**

A general review of the transportation facilities has been conducted to assess the existing function and condition of Charles Street. Each transportation mode was assessed independently. An analysis of the data has allowed us to identify the areas in need of improvement. A documentation of the Street's physical and operational characteristics follows.

### **The roadway:**

Charles Street is a continuous street within a linear public space that moves and connects people and goods along Baltimore City's principle north-south axis.

The typical section of Charles Street varies as follows:

- two-way, two-lane facility with parking and sidewalks on both sides in South Baltimore (Figure 1);
- three northbound lanes with parking and sidewalks on both sides in Downtown (Figure 2);
- two northbound lane with one parking lane and sidewalks on both sides in Cathedral Hill (Figure 3)
- Mount Vernon to 26<sup>th</sup> Street– two northbound lanes with parking and sidewalks on both sides (Figure 4);
- within Charles Village, 26<sup>th</sup> Street to 28<sup>th</sup> Street– three lanes northbound with parking and sidewalks on both sides (Figure 5);
- adjacent to Johns Hopkins Homewood Campus (29<sup>th</sup> Street to University Parkway)– 1 southbound lane, median, 3 northbound lanes with additional northbound/parking lane, median, service drive with parking and sidewalks on both sides (Figure 6);
- north of University Parkway to Stratford Road– two way, two lane roadway with parking and sidewalks on both sides (Figure 7);
- between Stratford Rd. and Greenway, the street follows Charlote Rd. northbound to St. Paul Street, after a left turn, it follows St. Paul Street northbound, and merges with Charles Street again at Greenway–within this section, St. Paul Street is a – a four-lane, two-way facility with a median, shoulders and sidewalks on both sides) (Figure 8);
- the section of Charles Street north of Greenway Avenue to Bellona Road– a two-lane, two-way facility with no parking; and
- north of Bellona Rd.– a four-lane, two-way facility that is separated with a median and 11' shoulders that do not support parking (Figure 9).

### **Pedestrian Facilities**

Consistent paired sidewalks are found on Charles Street south of Northern Parkway to the termination of Charles Street at Wells Street. North of Northern Parkway, sidewalks are limited and intermittent. Pedestrian lighting is limited to the Downtown and the Mount Vernon portions of Charles Street. Street lighting within the northern half of

Charles Street is provided at intersections only. There are 55 traffic signal controlled intersections along the length of the street. Crosswalks and/or pedestrian signals are found at each intersection except at the I-695 (Beltway) off-ramp. In many cases, crosswalks are limited to one side of the intersection and pedestrian signals may be absent. Two pedestrian bridges cross over Charles Street. Within the Inner Harbor, a pedestrian bridge links the Baltimore City Convention Center with the Hyatt Regency Hotel. The second pedestrian bridge spans Charles Street just north of Cold Spring Lane, to provide a safe crossing for students of Loyola College.

Two areas along Charles Street have documented pedestrian safety problems. Between Bellona Road and I-695 (Beltway) a combination of vehicular speeds, traffic volumes, and lack of pedestrian facilities creates a very unwelcoming and unsafe environment for pedestrians along the street. Secondly, between 29<sup>th</sup> Street and University Parkway, high traffic volumes paired with an irregular lane configuration produce a complex and unsafe environment for pedestrians attempting to cross the street. The current strange lane configuration between 29<sup>th</sup> Street and University Parkway dates from the early 1900's.

In 1999 Baltimore City initiated studies to completely redesign this section of Charles Street. The current conditions of Charles Street within this area were assessed and a master plan to reconfigure Charles Street, between 29<sup>th</sup> Street and University Parkway, was prepared. Late in 2005, a final compromise plan was approved by the Johns Hopkins University administration, the adjacent Charles Village neighbors, and the City. (Figure 9). The specifics of the selected design for Charles Street include:

- a landscaped median;
- a ceremonial granite paver plaza that extends through the intersecting streets, the Charles Street roadbed, and the median at the main entrance to the University;
- 2 southbound lanes and 2 northbound lanes with off peak parking and provisions for bicycles in each direction;
- a separated northbound service lane between 29th and 33rd Streets and between Greenway and University Parkway, with peak parking;
- elimination of high-speed traffic sweeps at Art Museum Drive and 29th street; and
- provisions for northbound left turns at Art Museum Drive and southbound left turns at 33rd Street.

The plan for the Johns Hopkins University's Homewood Campus specified that the campus experience can be greatly improved by removing vehicular traffic from the core of the campus, replacing roadways with a network of brick paths and walkways. As a result, vehicles would be diverted to new parking structures located at all four campus entrances. The reconfiguration of Charles Street would greatly improve both the safety and urban landscape of the Homewood Campus.

### **Bicycle Facilities**

Charles Street intersects two established urban bicycle facilities. The Jones Falls Trail intersects Charles Street at Lanvale Street, just north of Penn Station, and the Gwynns Falls Trails intersects Charles Street at Lee and Henrietta Streets in South Baltimore. Charles Street, north of Fort Avenue, is identified as part of the on-road bicycle network in the Baltimore Bicycle Master Plan.

### **Heavy Rail/Transit Facilities**

A major intermodal connection is located on Charles Street at Penn Station. Penn Station serves Amtrak, MARC, and Central Light Rail connections. The Byway is also served by MTA bus routes 1, 3, and 11.

The Charles Street Development Corporation is proposing a trolley system to draw tourists northward from the Inner Harbor to the City's cultural institutional/districts and to the Johns Hopkins campus and Charles Village. The proposed trolley route would travel along Charles Street northbound and use St. Paul Street and a combined Mount Royal Avenue, Maryland Avenue, Cathedral Street, Liberty Street, Hopkins Place, and Conway Street route to return to the Inner Harbor, for a total 7.5-mile roundtrip. The trolley would connect the multitude of destinations between the two endpoints and significantly enhance the residential neighborhoods along the proposed route.

### **Automobile Facilities**

Traffic volumes on Charles Street are highest at the Beltway (I-695) interchange (53,000 average annual daily vehicles). The volumes south of the Beltway (I-695) remain at or below 20,000 average annual daily vehicles all the way to Penn Station. Primarily because of the on ramp to the Jones Falls Expressway (I-83), volumes significantly increase south of Penn Station through the Mount Vernon and Downtown portions of the road and then drop off again south of Conway and Cross Streets. Speed limits range from 25 miles per hour Downtown to 40 miles per hour at the northern portion of the Street.

A variety of on-street and off-street parking options are found along the length of the street. On-street parking is primarily metered and restricted to off-peak hours (7am to 9am and 4pm to 6pm). Off-street parking is primarily located in Mount Vernon and Downtown and consists of a mixture of surface lots and parking structures.

When compared to Statewide averages, the vehicular accident numbers along Charles Street are not significant. However, pedestrian-vehicle conflicts are real and a concern of this plan. The section of Charles Street across from Johns Hopkins University, between 29<sup>th</sup> Street and University Parkway, and the northern part of Charles Street, as it passes by a number of school entrances, present the greatest pedestrians safety concerns and are addressed in this plan.

The most severe operational issues are associated with intersections are at the intersections of Charles Street and I-83 near Penn Station, at Charles Street and Art Museum Drive and at Charles Street and 33<sup>rd</sup> Street. Access to residences, business

institutions, and parking along Charles Street is also a critical vehicular issue. Limiting the access of adjacent parcels must be carefully considered when the proposed splitter islands are designed.

**Transportation Improvements:**

The Charles Street Byway will require a balanced approach when designing transportation improvements. Currently there are two development projects along the Byway and three plans for long-range improvements by major institutions along the corridor.

- Woodbrook Shopping Center
- North Charles Residences
- Greater Baltimore Medical Center (GBMC)
- Shepherd-Pratt Health System
- Johns Hopkins University

Consideration must be given to integrate the proposed land development plans and master plans of adjacent institutions and as detailed planning for Charles Street improvements are prepared.

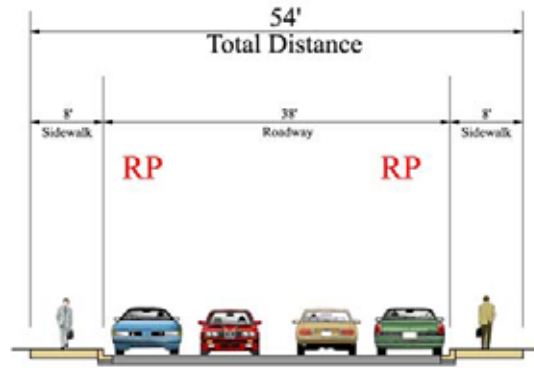


Figure 1: Charles Street, South Baltimore

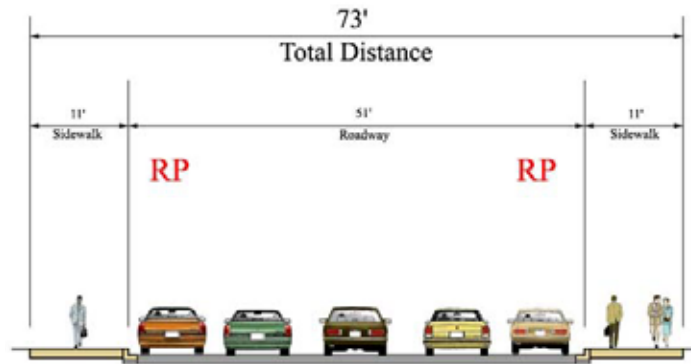


Figure 2: Charles Street, Baltimore's Central Business District

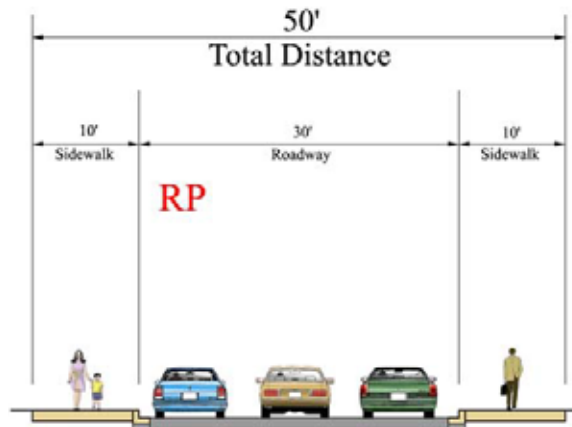


Figure 3: Charles Street at East Pleasant Street

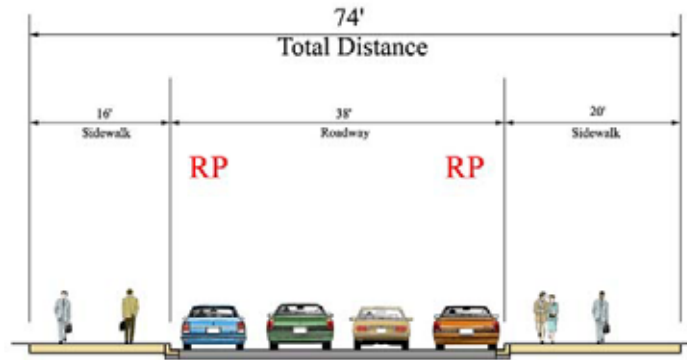


Figure 4: Charles Street, north and south of Mount Vernon

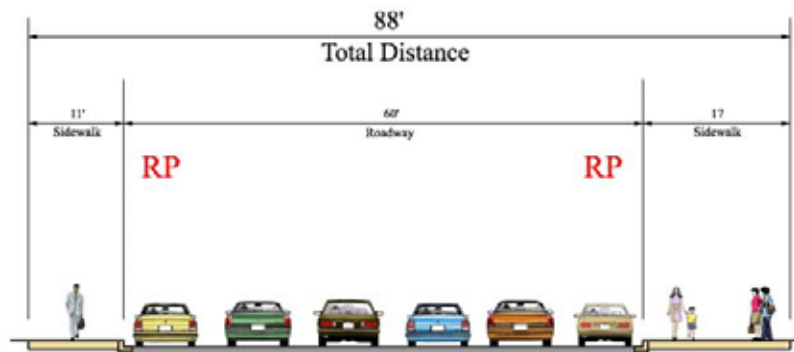


Figure 5: Charles Street, within Charles Village, at 27<sup>th</sup> Street

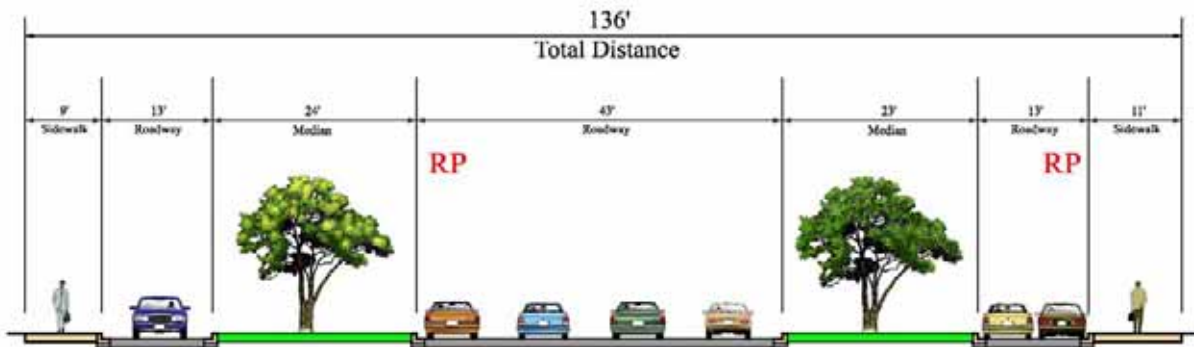


Figure 6: Charles Street, within Johns Hopkins University Homewood Campus (29<sup>th</sup> Street to University Pkwy)



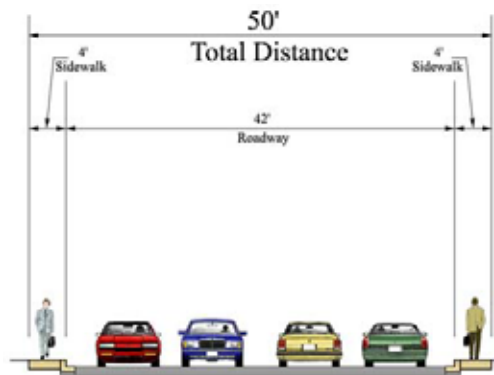


Figure 7: Charles Street, north of University Pkwy to Stratford Road

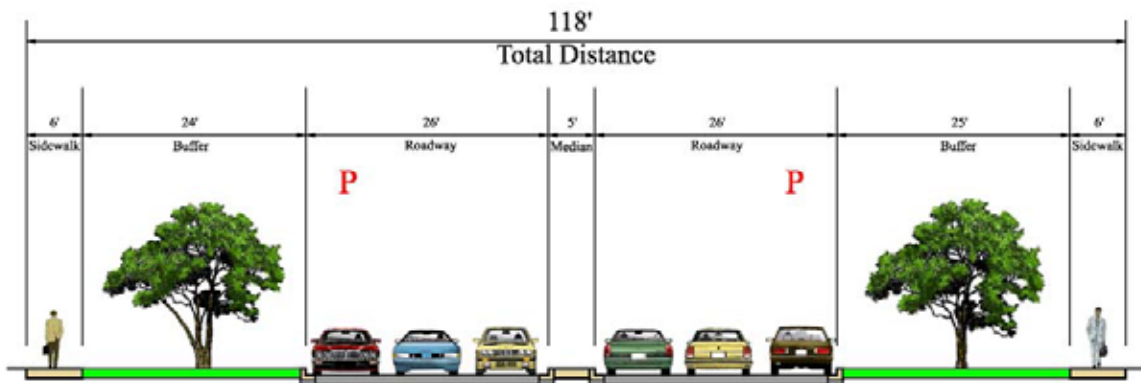


Figure 8: Charles Street/St Paul Street, between Stratford Rd. and Greenway

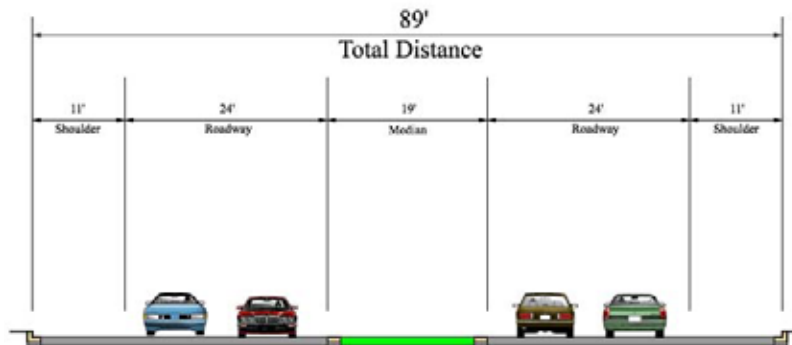


Figure 9: Charles Street, between Bellona Road and Greenway Avenue

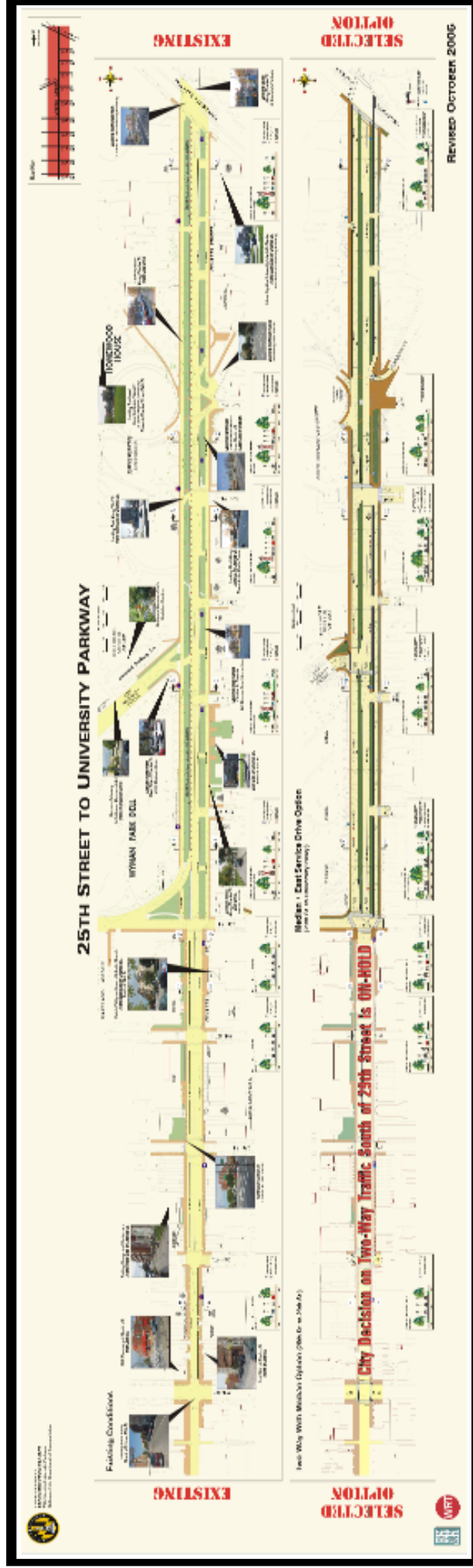
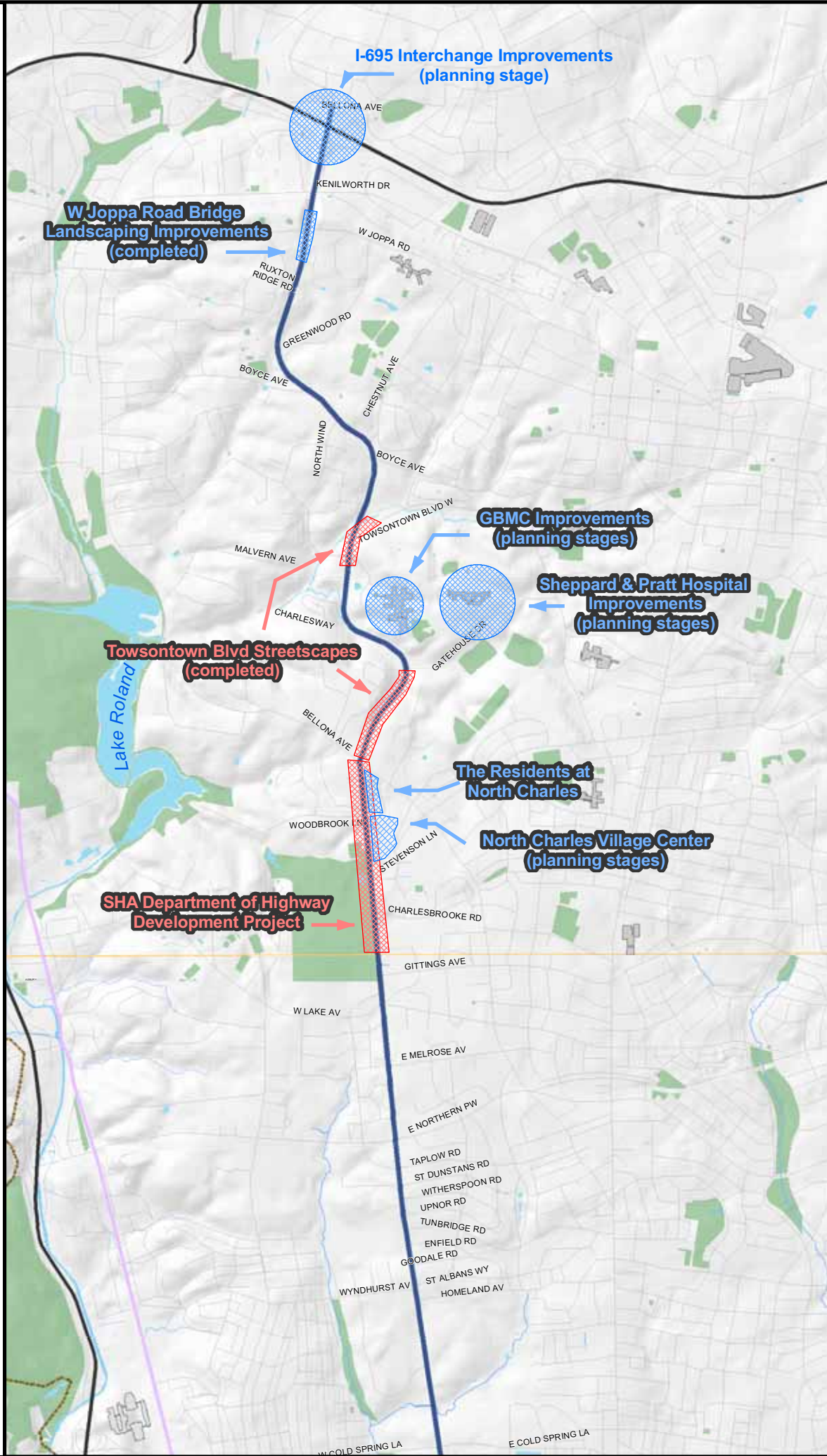
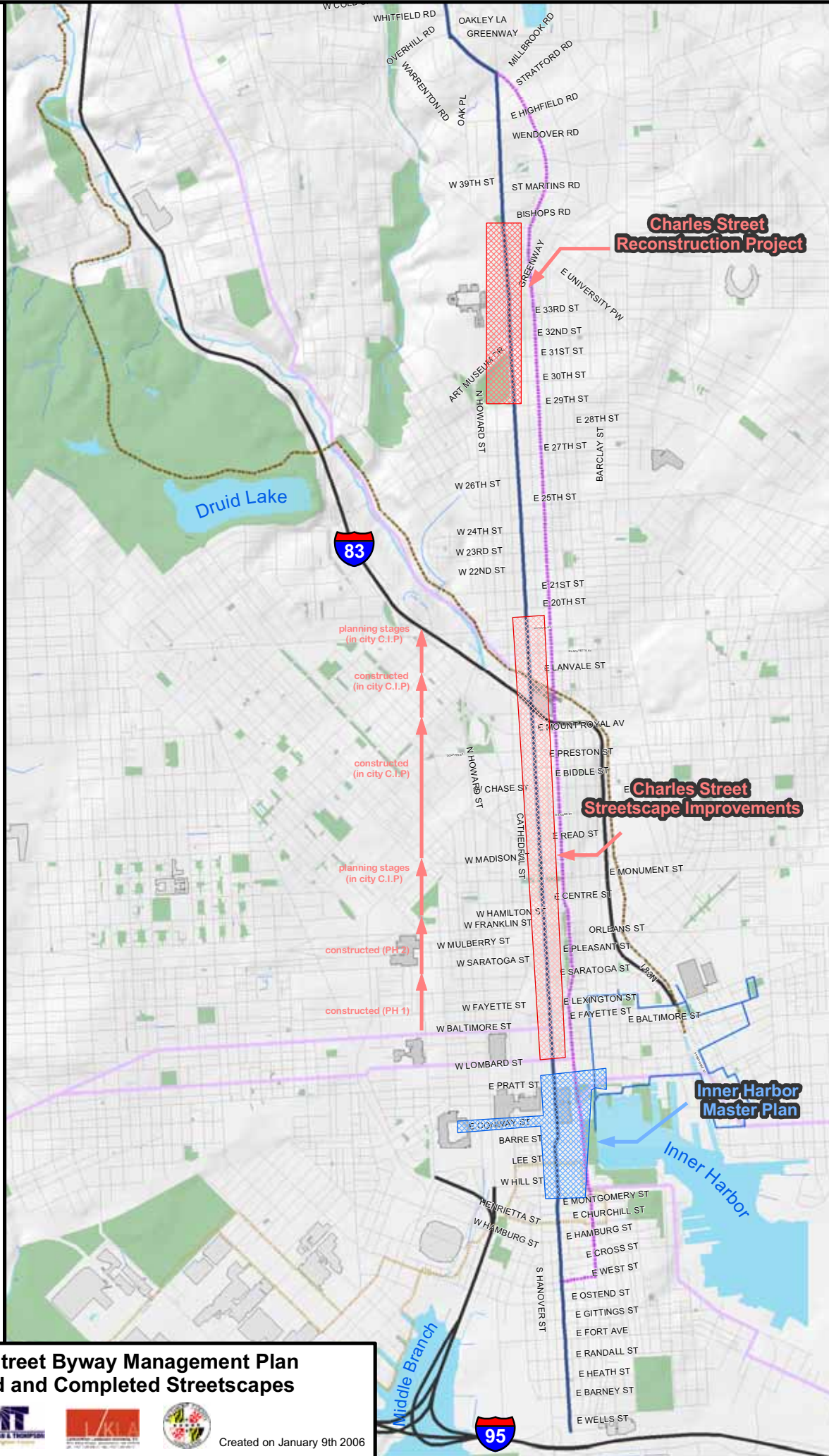


Figure 10: Charles Street, between 25<sup>th</sup> Street and University Parkway







# Charles Street Byway Management Plan Proposed and Completed Streetscapes

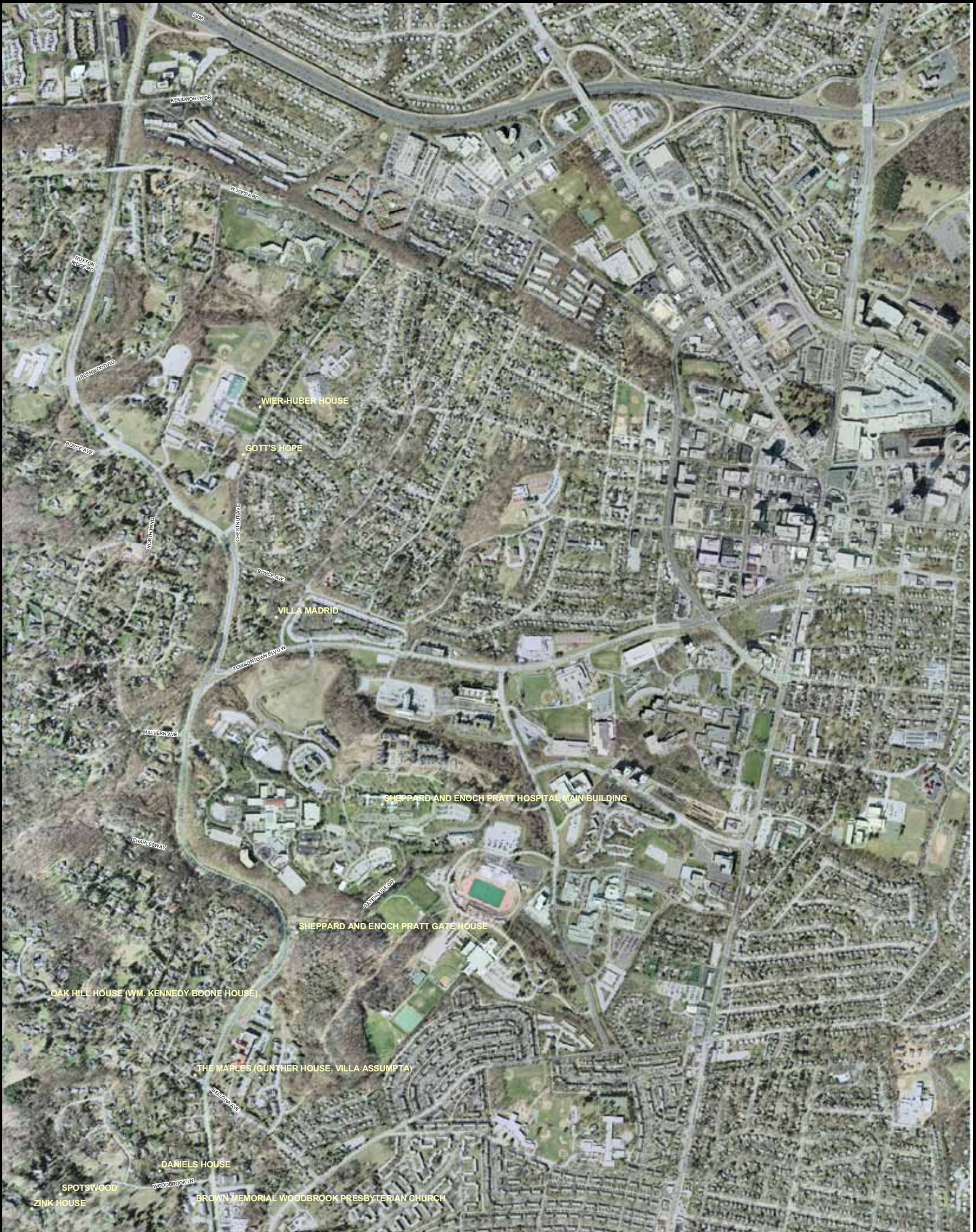


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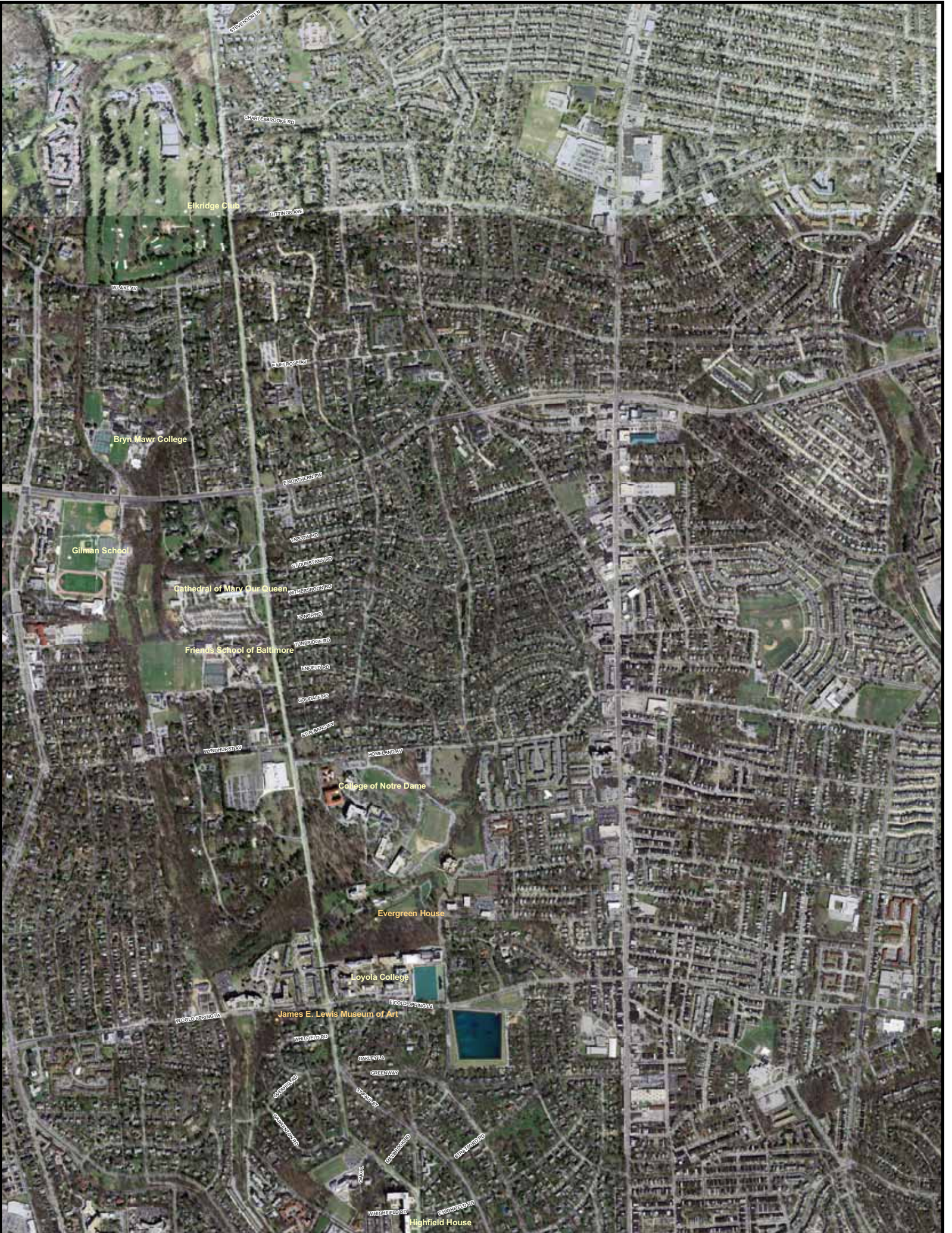


# Historic Structures

• Monuments • Museums • Stadiums







Elkridge Club

WILKINSON

Bryn Mawr College

Gilman School

Cathedral of Mary Our Queen

Friends School of Baltimore

College of Notre Dame

Evergreen House

Loyola College

James E. Lewis Museum of Art

Highfield House

STERLING

CHARLES BROOK

OFFINGS AVE

PAUL GOSSETT

NORTHERN

WILSON

STANTON

WILKINSON

FRANK

TUNNICLIFFE

INFIELD

COOPER

STANLEY

WILKINSON

HOMER

WOOD SPRING

WATFORD

OAKLEY

GREENWAY

SPRING

WILKINSON

WILKINSON

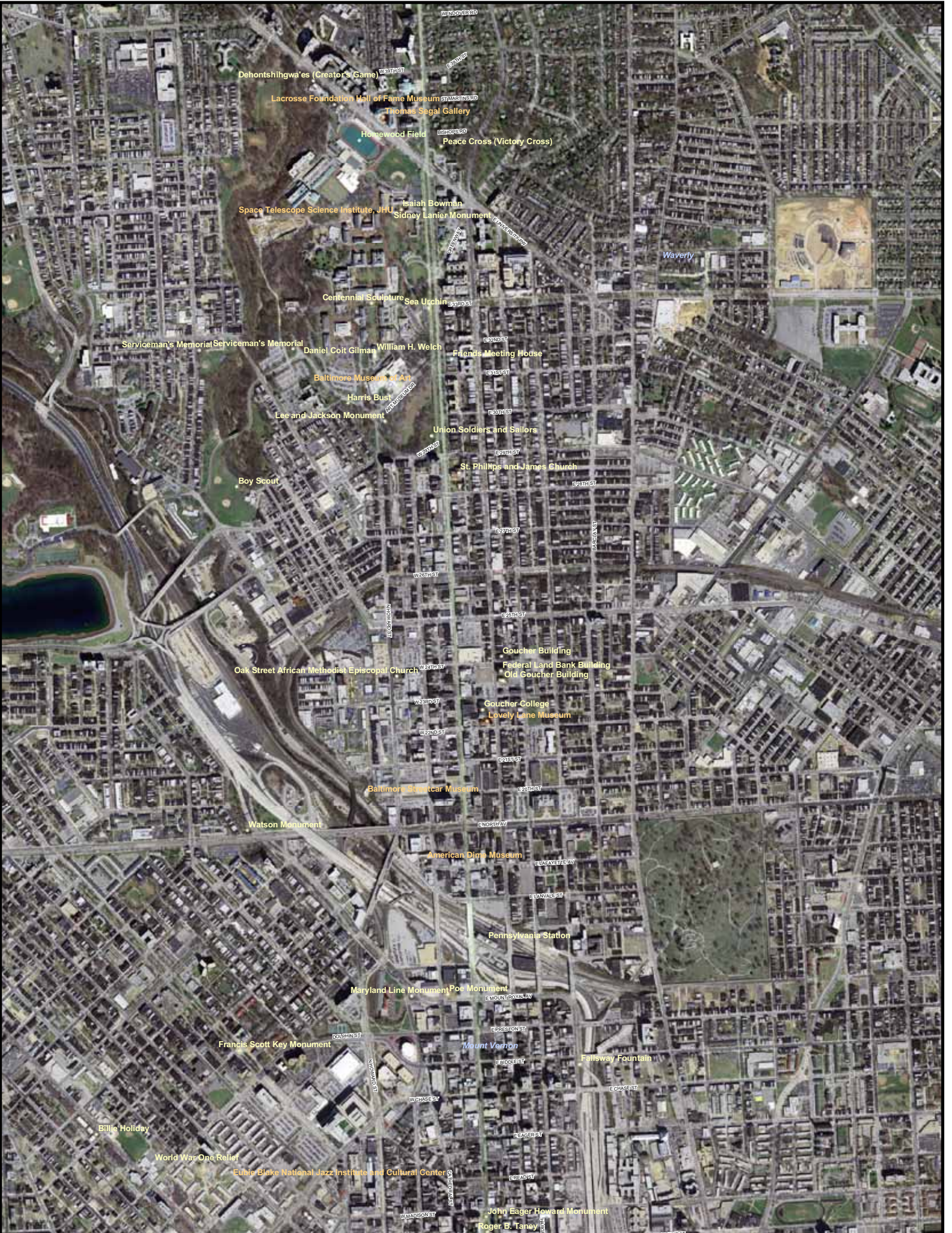
WILKINSON

WILKINSON

WILKINSON

WILKINSON





Dehontshingwa'es (Creator's Game)

Lacrosse Foundation Hall of Fame Museum

Thomas Segal Gallery

Homewood Field

Peace Cross (Victory Cross)

Space Telescope Science Institute, JHU

Isaiah Bowman

Sidney Lanier Monument

Centennial Sculpture Sea Urchin

Serviceman's Memorial

Daniel Coit Gilman

William H. Welch

Baltimore Museum of Art

Harris Bust

Lee and Jackson Monument

Union Soldiers and Sailors

St. Phillips and James Church

Boy Scout

Oak Street African Methodist Episcopal Church

Goucher Building

Federal Land Bank Building

Old Goucher Building

Goucher College

Lovely Lane Museum

Baltimore Smartcar Museum

Watson Monument

American Dime Museum

Pennsylvania Station

Maryland Line Monument

Poe Monument

Francis Scott Key Monument

Mount Vernon

Fallway Fountain

Billie Holiday

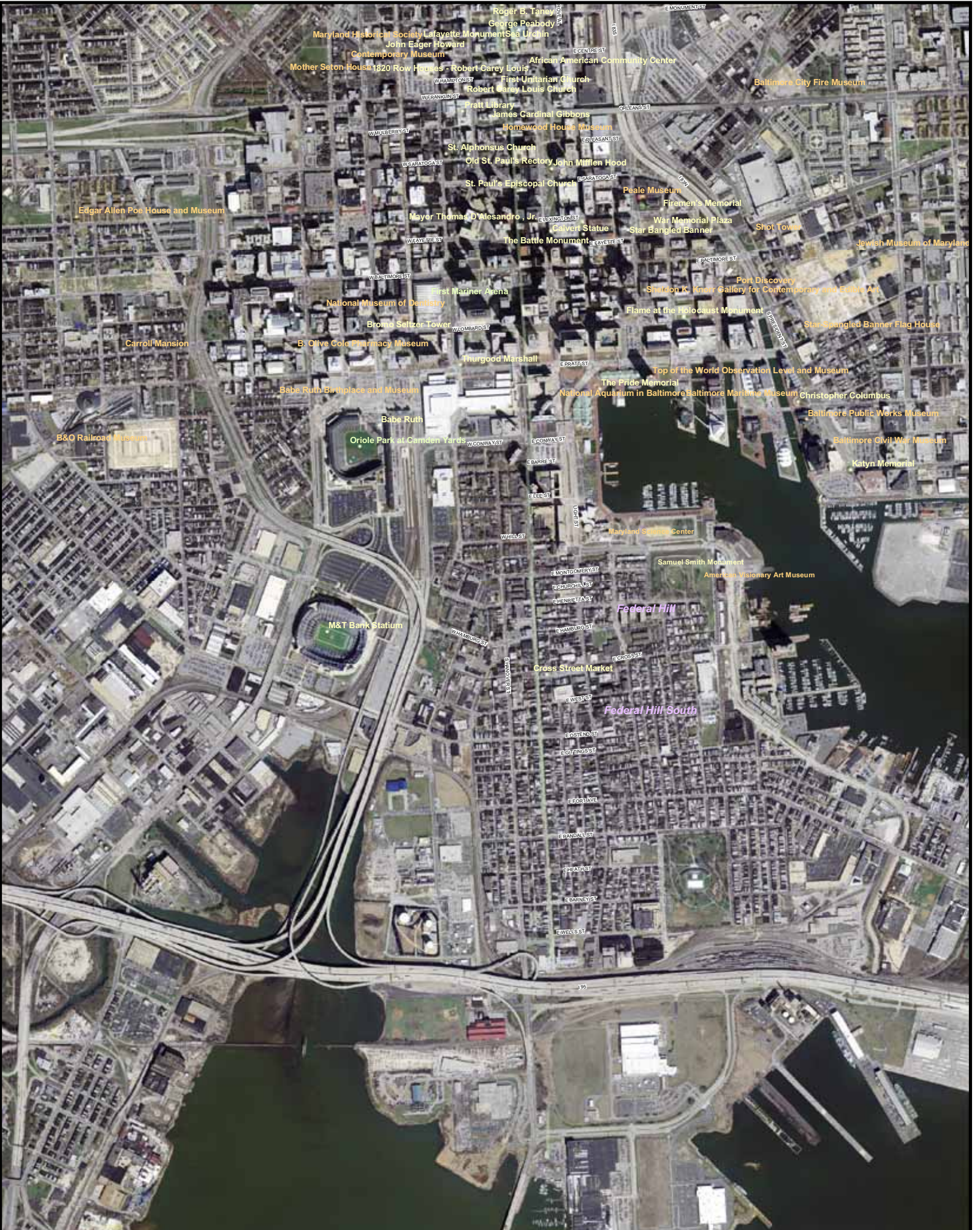
World War One Relief

Eubie Blake National Jazz Institute and Cultural Center

John Eager Howard Monument

Roger B. Tanen

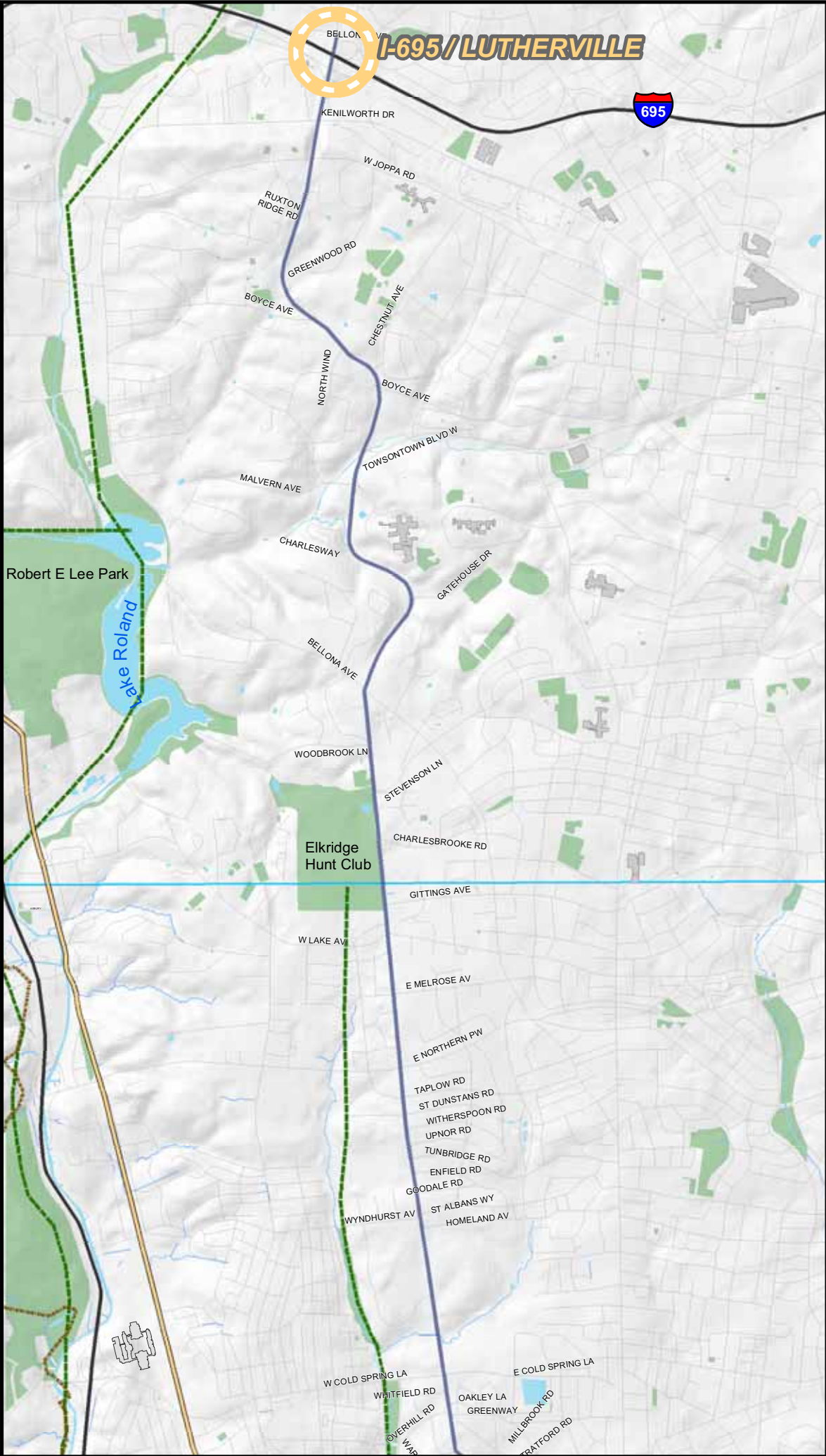








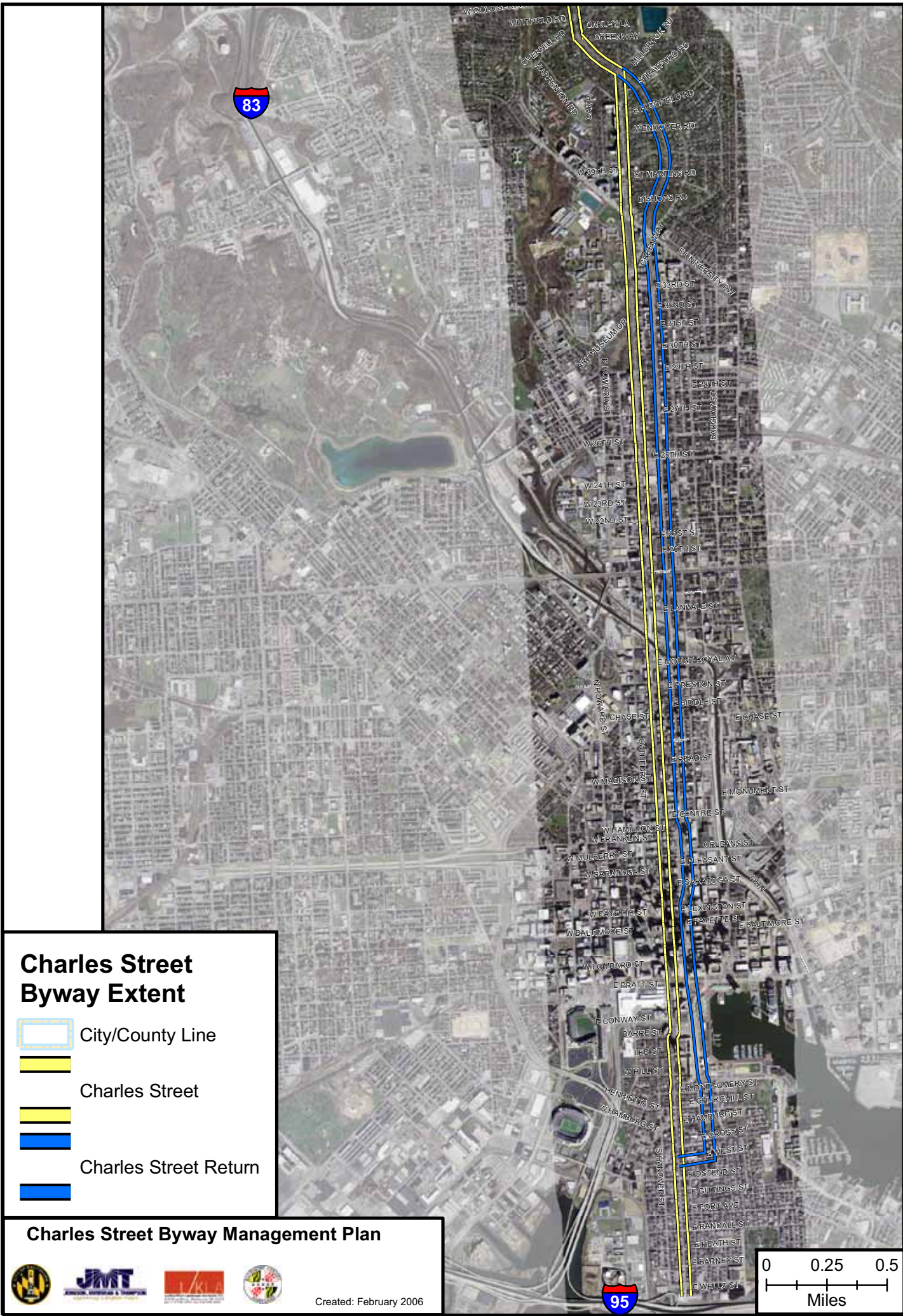
# I-695 / LUTHERVILLE














## Charles Street Byway Extent

-  City/County Line
-  Charles Street
-  Charles Street Return

## Charles Street Byway Management Plan



Created: February 2006

